



129,000 Pound Evaluation of US-93 M.P. 47.46 to M.P 58.8 (Case #201637US93)

Executive Summary

Glanbia Nutritionals submitted a request for 129,000 pound trucking approval on US-93 between mile post (MP) 47.46 (US-93BR intersection with US-30) and MP 58.8 (intersection with SH-25) for transportation of liquid whey product from their Twin Falls Plant to their Richfield plant. Of note, MP 47.46 to MP 49.46 is considered US-93BR. The request projects up to 4,015 trips annually which is reduction of approximately 1,000 loads annually from current operations. This section of US-93 is coded a "Red Route," where vehicles with 115-foot overall length and 6.5-foot off-track are authorized. ITD Bridge Section confirms the 3 bridges on the route will safely support 129,000 pound vehicles. The Department's Materials Section evaluation shows that increased vehicle weight with a corresponding increased number of axles will reduce loads per axle compared to 80,000 or 105,500 pound vehicles and thereby produce lower loads on the road surface and subsurface resulting in equal or lesser damage. The Office of Highway Safety analysis shows this section of US-93 and US-93BR has 14 Non-Interstate High Accident Intersection Locations (HAL) and has 12 HAL Clusters with details provided below. Department of Motor Vehicles, Materials Section, Highway Safety and Bridge Assest Management all recommend proceeding with this request.

Detailed Analysis

Department of Motor Vehicles (DMV) Review

All Idaho Transportation Department routes are currently categorized by their ability to handle various extra-length vehicle combinations and their off-tracking allowances. The categories used when considering allowing vehicle combinations to carry increased axle weights above 105,500 pounds and up to 129,000 pounds are:

- Blue routes at 95 foot overall vehicle length and a 5.50-foot off-track
- Red routes at 115 foot overall vehicle length and a 6.50-foot off-track.

Off-tracking is the turning radius of the vehicle combination, which assists in keeping them safely in their lane of travel. Off-tracking occurs because the rear wheels of trailer trucks do not pivot, and therefore will not follow the same path as the front wheels. The greater the distance between the front wheels and the rear wheels of the vehicle, the greater the amount of off-track. The DMV confirms that the requested routes falls under one of the above categories and meets all length and off-tracking requirements for that route. **More specifically, the requested section of US-93 Business Loop from milepost 47.46 to 49.46 and US-93 from milepost 49.46 to 58.708 is designated as a red route and as such all trucks must adhere to the 6.5-foot off-track and 115 foot overall vehicle length criteria.**

Bridge Review

Bridges on all publicly owned routes in Idaho, with the exception of those meeting specific criteria, are inspected every two years at a minimum to ensure they can safely accommodate vehicles. A variety of inspections may be performed including routine inspections, in-depth inspections, underwater inspections, and complex bridge inspections. All are done to track the current condition of a bridge and make repairs if needed.

When determining the truck-carrying capacity of a bridge, consideration is given to the types of vehicles that routinely use the bridge and the condition of the bridge. Load limits may be placed on a bridge if, through engineering analysis, it is determined the bridge cannot carry legal truck loads.

ITD Bridge Asset Management has reviewed the **3 bridges** pertaining to this request and has determined they will safely support the 129,000-pound truck load, provided the truck's axle configuration conforms to legal requirements. To review load rating data for each of the bridges, see the Bridge Data chart below.

Materials Section Review

The Idaho Transportation Department's 129,000 pound pilot project report to the Idaho State Legislature in 2013 states, "For pavements, axle weight is a more significant determinant of pavement damage than gross vehicle weight. Truck weight limits that allow a higher GVW distributed over more axles do not necessarily lead to higher pavement costs and can even produce savings." Based on the increased number of axles required for 129,000 pound vehicles to maintain legal axle weights, the equivalent single axle loads (ESAL) for 129,000 pound vehicles are lower than for 80,000 pound and 105,500 pound vehicles. The implementation of the 129,000 pound configuration also reduces the number of truck trips compared to performing the same work with 80,000 or 105,000 pound trucks. The reduction in truck traffic further reduces the pavement wear. Therefore, for this section of roadway, our assessment is the increased vehicle weight with a corresponding increased number of axles will reduce loads per axle compared to 80,000 or 105,500 pound vehicles and thereby produce lower loads on the road surface and subsurface resulting in equal or lesser damage.

Highway Safety Evaluation

These US-93 and US-93BL segments have fourteen Non-Interstate High Accident Intersection Locations (HALs) and twelve HAL Clusters. The locations are shown in the table below with their statewide ranking.

Analyses of the 5-year accident data (2011-2015) shows there were a total of 574 crashes involving 1,260 units (1 fatality and 491 Injuries) on US-93 (and US-93 BL) between MP 47.457 and 58.708 of which 19 crashes involved tractor-trailer combinations. Of the crashes involving tractor trailers, the most prevalent contributing circumstances were failure to yield, following too close, drug impaired, and inattention. Seven injuries and none of the fatalities were due to crashes with tractor trailers. Implementation of 129,000 pound trucking is projected to reduce truck traffic on this route.

Table of HAL Segments US 93:

Route	Statewide Rank	Milepost Range	Length (miles)	County
US 93	91	48.469	Intersection	Twin Falls
US 93	117.5	47.457	Intersection	Twin Falls
US 93	154	50.742	Intersection	Twin Falls
US 93	161	56.727	Intersection	Jerome
US 93	178	54.716	Intersection	Jerome
US 93	193	48.930	Intersection	Twin Falls
US 93	195	58.708	Intersection	Jerome
US 93	210	49.455	Intersection	Twin Falls
US 93	229.5	47.961	Intersection	Twin Falls
US 93	334	47.712	Intersection	Twin Falls
US 93	390	48.838	Intersection	Twin Falls
US 93	653	49.210	Intersection	Twin Falls
US 93	887	49.885	Intersection	Twin Falls
US 93	983	48.228	Intersection	Twin Falls
US 93	42	54.116-54.616	0.5	Jerome
US 93	74	48.838-48.930	0.092	Twin Falls
US 93	107	47.961-48.461	0.5	Twin Falls
US 93	124	48.469-48.838	0.369	Twin Falls
US 93	135	48.838-49.118	0.280	Twin Falls
US 93	167.5	56.727-57.727	1	Jerome
US 93	182.5	49.118-49.455	0.337	Twin Falls
US 93	186	47.457-47.957	0.5	Twin Falls
US 93	202	48.758-49.252	0.494	Twin Falls
US 93	249.5	57.727-58.708	0.981	Jerome
US 93	282	49.455-50.455	1	Twin Falls
US 93	358	53.1869-53.630	0.441	Jerome

Additional Data:***Bridge Data:***

Route Number: US 93
Department: Bridge Asset Management
Date: 11/9/2016

Route	From:	US-30
	Milepost:	47.46
	To:	SH-25
	Milepost:	58.80

Highway Number	Milepost Marker	Bridge Key	121 Rating^a (lbs)
93	48.16	17578	462,000
93	50.04	17580	200,000
93	56.51	17595	158,000

^a: The bridge is adequate if it has a rating value greater than 121,000 pounds or is designated as "OK EJ" (okay by engineering judgment).